CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL 118112

AN ORDINANCE related to the Seattle Department of Transportation; lifting a budget proviso imposed on Transportation Operating Fund, Budget Control Level: Mobility-Capital, for the Pay Station Capital Improvement Project (TC366350) as provided in Ordinance 124349, which adopted the 2014 Budget.

WHEREAS, the 2014 Adopted City Budget includes $1.3 million in 2014 to replace the first 600 of the existing 2,200 of the city's on-street parking payment devices; and

WHEREAS, the City Council placed a budget proviso on funds such that the Seattle Department of Transportation cannot buy or lease pay stations until after the Executive and City Council agree on (a) changes to 2014 on-street parking rates, and (b) the rationale for either leasing or purchasing replacement pay stations; and

WHEREAS, the Adopted 2014 Budget did not include funding to implement any on-street parking rate changes, or any adjustments to revenues associated with rate changes; and

WHEREAS, the Seattle Department of Transportation conducted the Annual Paid Parking Study in 2013 to determine what changes are appropriate in 2014 to on-street parking rates, hours of operation and maximum time-limits, consistent with Seattle Municipal Code 11.16.121; and

WHEREAS, SDOT reviewed the 2013 parking data results with the Parking Sounding Board, an advisory committee of neighborhood chamber and community council leaders and other interested parking stakeholders; and

WHEREAS, by the time this Ordinance is adopted the Executive will have presented to the Council a detailed response to Green Sheet #114-1-A-2 described in the proviso imposed by Ordinance 124349 regarding changes to on-street parking rates and hours of operation, as well as the rationale for the purchase or lease of pay stations, to satisfy the terms of the budget proviso; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The restrictions imposed by the following budget proviso, which limit spending on the following item, are removed because the conditions set forth in the proviso have

been satisfied and they are no longer restrictions for any purpose, including those set forth in Subsection 1 of Ordinance 124349.

Item	Depart-ment	2014 Green Sheet	Proviso	Budget Control Level
1	Transport-ation Operating Fund	#114-1-A-2	"None of the money appropriated in the 2014 budget for SDOT's Mobility-Capital BCL may be spent on the Pay Stations CIP project (TC366350) to purchase or lease any of the approximately 2,200 replacement pay stations until authorized by a future ordinance. However, money may be spent on a Request for Proposals and selection process for such a purchase or lease."	Mobility-Capital

Section 2. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2014, and signed by me in open session in authentication of its passage this _____ day of _____, 2014.

_____

President _____of the City Council

Approved by me this ____ day of _____, 2014.

_____

Edward B. Murray, Mayor

Filed by me this ____ day of _____, 2014.

_____

Monica Martinez Simmons, City Clerk

(Seal)

Form revised: February 26, 2014

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
SDOT	Margo Polley/4-8329	Christie Parker/4-5211

Legislation Title:
AN ORDINANCE related to the Seattle Department of Transportation; lifting a budget proviso imposed on Transportation Operating Fund, Budget Control Level: Mobility Capital, for the Pay Station Capital Improvement Project (TC366350) and amending Ordinance 124349, which adopted the 2014 Budget.

Summary and background of the Legislation:
The 2014 Adopted City Budget includes $1.3 million in 2014 to replace the first 600 of the existing 2,200 on-street parking pay stations. The City Council placed a proviso on these funds until the Executive and City Council agree on: a) changes to on-street parking rates in 2014; and, b) the rationale for either leasing or purchasing replacement pay stations. The 2014 Budget did not include any funding to implement on-street parking rate changes, or any adjustment to revenues associated with 2014 rate changes. SDOT conducted the 2013 Annual Paid Parking Study to determine what rate changes are appropriate in 2014, and in February reviewed data results with the Parking Sounding Board (an advisory committee of neighborhood chamber and community council leaders and other interested parking stakeholders.) The Executive will present to Council a detailed response to Green Sheet #114-1-A-2 described in the proviso imposed by Ordinance 124349 regarding changes to on-street parking rates and hours of operation, as well as the rationale for the purchase or lease of pay stations. This will satisfy the terms of the budget proviso.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Pay Stations	TC366350	Seattle, existing right-of-way	2014	2020

Please check any of the following that apply:

____ **This legislation creates, funds, or anticipates a new CIP Project.**

__X__ **This legislation does not have any financial implications.**

____ **This legislation has financial implications.**

Other Implications:

a) **Does the legislation have indirect financial implications, or long-term implications?**
The funds for the lease of these pay stations have already been authorized in the 2014 Adopted Budget and identified in SDOT's 6-Year CIP. This fiscal note supports the ordinance to lift the proviso. However, SDOT will submit supplemental request for 2014 funding to implement the performance-based parking pricing rate changes for implementation this year.

b) What is the financial cost of not implementing the legislation?
Parking pay stations are aging and increasingly off their 5-year warranties. The cost to maintain this aging asset base will continue to grow. Outdated technology also runs a higher risk of unexpected component or system failure. Outdated technology also does not allow SDOT to manage parking in a manner consistent with the provisions of SMC 11.16.121 related to adjusting parking rates to maintain one to two available spaces throughout the day. In 2013, the City received $37 million in revenue from pay station transactions.

c) Does this legislation affect any departments besides the originating department?
No.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives? None.

e) Is a public hearing required for this legislation?
No.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?
No.

g) Does this legislation affect a piece of property?
No.

h) Other Issues:
The CIP may eventually need to be adjusted to reflect updated pricing as an outcome of successful pay station vendor contract award and negotiations.

List attachments to the fiscal note below:

City of Seattle
Edward B. Murray
Mayor

April 29, 2014

Honorable Tim Burgess
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Burgess:

I am pleased to transmit the attached proposed Council Bill that lifts a budget proviso imposed on the Seattle Department of Transportation's (SDOT's) Pay Station Replacement Capital Improvement Project. This project replaces the City's existing pay station kiosks, some of which are almost 10 years old and are coming to the end of their useful lives. All are past or nearing the end of their five-year warranties, which means the cost of maintaining a deteriorating asset base grows annually. New technology will provide a higher level of customer and communications reliability, and will be better able to handle more complex parking rate programming requirements. It will also better integrate with other current and future parking management technologies and systems, from pay by phone parking to Seattle Police Parking Enforcement.

The 2014 Adopted City Budget includes $1.3 million in 2014 to replace the first 600 of the existing 2,200 on-street parking pay stations. The City Council placed a proviso on these funds until the Executive and City Council agree on: a) changes to on-street parking rates in 2014; and, b) the rationale for either leasing or purchasing replacement pay stations. SDOT conducted the 2013 Annual Paid Parking Study to determine what rate changes are appropriate in 2014, and in February reviewed data results with the Parking Sounding Board (an advisory committee of neighborhood chamber and community council leaders and other interested parking stakeholders.) The Executive will soon present to the Council Transportation Committee detailed information regarding anticipated 2014 changes to on-street parking rates and hours of operation, as well as the rationale for the lease of new pay stations. I am hopeful Council can then adopt the attached legislation to lift the budget proviso.

Seattle has been recently recognized as one of the US leaders in innovative parking management. This legislation allows SDOT to move forward on this important work to support our city's data-driven, outcome-based approach to managing parking effectively. Thank you for your consideration of this legislation. Should you have questions, please contact SDOT's Margo Polley at 206-684-8329.

Sincerely,

Edward B. Murray
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

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